

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Maryland & Delaware Railroad Corridor Inventory Number: CAR-374,QA-700, T-1166
Address: _____ City: _____ Zip Code: _____
County: Caroline, Queen Anne's and Talbot and Counties USGS Topographic Map: Marydel, DEL/MD, Goldsboro, MD, Denton, MD, Ridgely, MD, Fowling Creek, MD, Easton, MD
Owner: Maryland Transit Administration Is the property being evaluated a district? ☒ yes
Tax Parcel Number: N/A Tax Map Number: _____ Tax Account ID Number: _____
Project: _____ Agency: _____
Site visit by MHT Staff: ☐ no ☐ yes Name: _____ Date: _____
Is the property located within a historic district? ☐ yes ☐ no

If the property is within a district

District Inventory Number: QA-530

NR-listed district ☐ yes Eligible district ☒ yes District Name: Queen Anne Survey District

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

A physical description of the Maryland & Delaware Railroad Corridor may be found under item 7 on the Maryland Inventory of Historic Properties form; the significance of the resource is evaluated under Item 8.

The section of the former Maryland & Delaware Railroad Corridor contained within this study area is not eligible for listing in the National Register. While the Maryland & Delaware Railroad Corridor played a notable role in the economic and social development of the communities through which it traveled, few elements survive to reflect the corridor's intended use and significance. The present-day corridor is deteriorated and overgrown. Features at road crossings have been dismantled and track at grade crossings has been either removed or paved over. Most of the passenger and freight stations no longer exist; only two passenger stations, those at Ridgely and Easton, remain at their original location. Surviving bridge

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

Reviewer, Office of Preservation Services

Reviewer, NR Program

Date

Date

20110524

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

CAR-374

QA-700

T-1166

Continuation Sheet No. 1

crossings are deteriorated. While the Maryland & Delaware Railroad and its successor rail lines played a noteworthy role in the economic and social development of the communities through which it traveled, surviving historic elements no longer reflects the corridor's intended use and significance. This determination has been made in accordance with the National Register Bulletin entitled "*How to Apply the National Register Criteria for Evaluation*" (National Park Service 1988) and the National Register Bulletin entitled *Guidelines for Evaluating and Documenting Rural Historic Landscapes*" (National Park Service 1989, revised 1999).

Surviving elements are unable to convey the significance of this corridor.

Prepared by: Joseph Schuchman

Date Prepared: March 8, 2011

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CAR-374, QA-700, T-1166

1. Name of Property (indicate preferred name)

historic Maryland and Delaware Railroad Corridor

other Delaware and Chesapeake Railroad

2. Location

street and number State of Maryland Portion of the Maryland and Delaware Railroad Corridor

city, town _____ not for publication

county _____ vicinity

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Transit Administration

street and number 6 St. Paul Street

telephone (410) 539-5000

city, town Baltimore

state MD

zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☒ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<u>2</u>
<input type="checkbox"/> site		<input type="checkbox"/> defense	<u>1</u>
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<u>12</u>
		<input type="checkbox"/> education	<u>3</u>
		<input type="checkbox"/> funerary	<u>14</u>
		<input type="checkbox"/> government	Total
		<input type="checkbox"/> health care	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. CAR-374, QA-700, T-1166

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

This survey form addresses the right-of-way of the Maryland and Delaware Railroad Corridor owned by and located within the State of Maryland. The northern boundary of the railroad begins at the Delaware-Maryland state line in Marydel, Caroline County Maryland. The rail line extends approximately 29.5 miles and continues southwest traversing through primarily rural, agricultural lands of Caroline, Queen Anne's and Talbot Counties, embracing the communities of Henderson, Goldsboro, Greensboro, Ridgely, Hollsboro, Queen Anne's, and Cordova before ending in Easton, the county seat of Talbot County.

Historic maps reflect the vital role played by the railroad in the communities it formerly served. Photographs illustrate the railroad's present-day conditions.

Long abandoned, the corridor's surviving elements are overgrown and severely deteriorated. The corridor emerges less as a cohesive whole and more as a disconnected path of surviving interrelated elements. Physical evidence of the historic corridor has substantially, and in some sections completely disappeared. At numerous road crossings, railroad track has either been removed or paved over. Portions of the former corridor in Ridgely and Easton have been paved and converted to pedestrian trails. Surviving elements include the deteriorating single line track, associated road crossings and signage, and ten deteriorated railroad bridges. The three surviving passenger stations in Henderson, Ridgely and Easton, two on their original sites and one relocated, are representative of those built by the railroad to service the needs of smaller communities. None of the former freight depots survive.

A total of sixteen bridges, four in Delaware and twelve in Maryland, formerly carried the Maryland and Delaware Railroad over roads and waterways. These structures span the years 1897 to 1968; ten of these crossings date from the first two decades of the 20th century. The Delaware bridges, which span small stream crossings, are of concrete construction; the Maryland bridges utilize

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concrete, thru girder and deck girder construction. With the exception of Bridge 44.11, which is a component of Easton's pedestrian trail, each of the surviving bridges is in an advanced state of deterioration. The three span thru girder bridge which carried the railroad over Queen Anne Highway (SR 404) was demolished in March 2010 (State Railroad Administration's Bridge Inventory).

The former Henderson Passenger Station has been removed from its original location at least twice, previously serving office use at a trailer park in Henderson and now relocated to Goldsboro where it sits abandoned resting upon cinder blocks. The use of wood cut exterior shingles, and a high hip roof with wide overhand and oversize bracket supports suggests a construction date of about 1920.

The brick station in Ridgely, constructed about 1892, is the oldest of the three. The station features a cross gable roof system; gable ends are covered in wood cut shingles. A former wrap-around porch has been removed; an engaged shed porch carries across the street elevation.

The Easton Passenger Station was built about 1906; its form and overall massing is reminiscent of the Henderson Passenger Station. The structure's lower one third is constructed of brick; the remainder is of frame construction and sheathed in rectangular cut wood shingles. A steeply pitched hip roof displays a wide overhang with exposed brackets and oversized bracket supports.

Portions of the rail corridor in Ridgely and Easton have been converted into a passive recreation trail. Centered in the heart of Ridgely, a four-block section of the corridor extending from the Maple Avenue parking lot to Cowbarn Road was constructed in 2009 as the first component in a planned Rails-to-Trails project between the town's east and west boundary. A 2.25-mile section in Easton, known as the Easton Rail Trail was opened in 1998 and connects North Easton Park at the city's north end with Idlewild Park near its southern boundary. Future expansion of the trail would follow the rail line approximately 7 miles northeast to the village of Cordova (http://www.ridgelymd.org/html_docs/rails_to_trails.html; <http://www.trailink.com/trail/easton-rails-to-trails.aspx>).

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> literature	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> <u>X</u>
transportation	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates**Architect/Builder** Maryland and Delaware Railroad**Construction dates:** 1857-59; 1865-1871

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

The precursor to the present abandoned rail system traces its origin to the mid-19th century. In 1854, the Maryland and Delaware Railroad was chartered to construct a 54-mile line between Smyrna Station (later renamed Clayton) Delaware and Oxford Maryland. The rail line would offer passenger and freight system along Maryland's eastern shore and join the main north-south trunk of the Delaware Railroad at Clayton thus providing access to Wilmington, Philadelphia, Baltimore and New York. Construction on the line began in 1857 and by 1859 the line was graded and bridged as far as Greensboro, Maryland. Work was interrupted by the Civil War and finally resumed in October 1865. The line reached Easton in 1869 and was subsequently completed with an extension to Oxford in 1871 (Fluharty).

Archived notices originally posted in the local press illustrate progress in the railroad's construction (Maryland Room Collection):

Gazette, July 11, 1868

Frank G. Wright establishes a stage line between Ridgely, the terminus of the railroad, and Easton carrying the mail.

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Gazette, January 9, 1869

Copying from the Denton Union, states that the Md. & De. Had been completed as far as Hillsborough, and that a contract had been drawn up for the construction of the road as far as Easton.

Gazette, March 6, 1869

The railroad between Hillsborough and Easton was in progress, and as it approached Easton it came a matter of serious discussion whether it should enter the town from the north and pass along West Street.

The following notice announced the completion of the Maryland and Delaware Railroad to Easton:

Railroad Notice

On Tuesday, the 31st Inst., Cars will be left at Easton to take fruit to New York each day. A Car (sic) will be left at 3 o'clock P. M. and remain until 6 o'clock A.M. next day. An agent will take charge of the fruit. Rates given in freight list.

G. W. Goldsborough
Superintendent

Gazette, November 13, 1869

On or after Monday Next (November 15, 1869) there will be one train a day to Easton which will bring the U. S. mail at present brought from Hillsborough by stage (Maryland Room Collection).

One of the railroad's earlier schedules, dated May 22, 1871 illustrates service along the eastern shore and connections to larger urban areas along the east coast. One passenger train and one freight train operated daily, the freight train had a passenger car attached. The schedule noted freight needed to be at designated stations at least 30 minutes prior to train departure otherwise there would have a 24 hour layover. This schedule predates the line's extension to Oxford which was completed later that same year. The railroad soon became a mainspring in the region's economy (Maryland Room Collection).

On December 20, 1877, bondholders foreclosed on the railroad's original builders and the line was reorganized as the Delaware and Chesapeake Railroad Company. In 1882, the railroad was

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Inventory No. CAR-374, QA-700, T-1166

acquired by the Philadelphia, Wilmington and Baltimore Railroad, a division of the Pennsylvania Railroad. The Delaware and Chesapeake operated as a branch of the Pennsylvania Railroad from 1882, until the Pennsylvania went bankrupt in the 1970s. Late 19th and early 20th century maps identify the corridor as the Delaware & Chesapeake Railroad while mid 20th century maps reference the line as the Pennsylvania Railroad (Saulsbury. 1897; USGS Barclay, MD, 1901; USGS, Wyoming, DE, 1931; USGS, Smyrna, DE, 1931).

Reflecting trends in regional and national transportation, passenger service between Clayton, Delaware and Oxford, Maryland ceased in August 1949. Minimal freight service continued between Easton to Oxford until 1957 when all service south of Easton ceased (Hayman: 144).

Conrail assumed control of the rail corridor on April 1, 1976. Conrail's final system plan did not provide for the inclusion of several Eastern Shore rail lines including the Maryland and Delaware Railroad. Beginning in 1977, the Maryland and Delaware Railroad operated under the supervision of the Maryland & Delaware Railroad Company (MDDE) which had been incorporated on August 1, 1977. As an alternative to the higher cost of subsidizing Conrail as operator of the branch lines, the state governments of Maryland and Delaware selected the MDDE to serve as the designated freight operator of various "light density" lines on the Eastern Shore which had been excluded from the Conrail system (Hayman: 168; Harris; <http://www.mdde.com/history.html>).

Freight traffic on the line notably decreased from over 1000 cars in 1976 to 200 in 1982. Freight service and tourist excursions continued through the early 1980s although by 1982, freight service had been reduced to one trip per week. Under MDDE operations, the last freight train rolled down the rails on February 22, 1983. The rail line was abandoned from 1983 to 1991. The privately-funded Chesapeake Railroad operated tourist excursions, dinner trains, and freight operations from 1991 to 1995; the State of Maryland chose not to renew the lease at its 1998 expiration and the rail line has remained unused since that time. In recent years, sections of the corridor have been transformed into passive recreational trails (Maryland Room Collection; Fluharty; Harris; Bartosh).

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The Easton-Clayton Rail Trail, known locally as the Easton Rail Trail, is a partially established rail trail that runs from North Easton Park southward through the heart of Easton before ending at Dutchman's Lane. This initial 2.25-mile paved segment was completed in 1998. In 2009, the initial phase of a proposed larger trail was completed along a four block area in Ridgely (http://www.ridgelymd.org/html_docs/rails_to_trails.html; <http://www.trailink.com/trail/easton-rails-to-trails.aspx>).

The Easton-Clayton Rail Trail and the Ridgely Trail are components of a larger regional trail vision planned for the Eastern Shore. Under this proposal, the trail would continue north from Easton through Cordova along the route of the former Maryland and Delaware Railroad through the north eastern part of Talbot County providing a connection to Tuckahoe State Park. The trail would then continue into Caroline County linking the towns of Hillsboro, Ridgely, and Goldsboro, and could eventually continue northward into Delaware (<http://www.dnr.state.md.us/greenways/counties/talbot.html>).

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Maryland Inventory of Historic Properties Form

Inventory No. CAR-374, QA-700, T-1166

9. Major Bibliographical References

Inventory No. CAR-374, QA-700, T-1166

The Maryland Room: Collection, Talbot County Library, Clippings Files.
Maryland State Railroad Administration's Bridge Inventory.

Publications:

A Glimpse of the Chesapeake Railroad, Chesapeake Railroad publicity brochure.
Alvarado, Marcie, "Rails to Trails Plan Preserves Train Options," *Star-Democrat*, September 5, 1995
Fluharty, A. L., Eastern Shore Railroads, unpublished document from the Maryland Room Collection, Talbot County Public Library.
Hayman, John C., *Rails Along the Chesapeake, A History of Railroad on the Delmarva Peninsula, 1827-1978* (Marvadel Publishers, 1979).
Wehling, Cindy "Working on the Railroad," source and date unknown, reprinted in Eastern Shore Railroads, local newspapers and articles compiled by A. L. Fluharty. Maryland Room, Talbot County Library.

Maps:

Gray, Frank Arnold, *The New Railroad Map of the States of Maryland, Delaware and the District of Columbia* (Baltimore: Stedman, Brown & Lyon, 1873).
Lake, Griffing and Stevenson, *An Illustrated Atlas of Talbot and Dorchester Counties, Maryland (1877)* as reprinted in *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland* (Salisbury: The Wicomico Bicentennial Commission, 1976).
Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, July 1, 1899.
Pennsylvania Railroad and its Connections, 1911. Plat
Sanborn Map Company, The Sanborn Fire Insurance Map Collection, *Easton, Maryland, 1912* Plat 70
Sanborn Map Company, The Sanborn Fire Insurance Map Collection, *Easton, Maryland, 1927* Plat 4
Sanborn Map Company, The Sanborn Fire Insurance Map Collection *Greensboro, Caroline County Maryland* Plat 6
Sanborn Map Company, The Sanborn Fire Insurance Map Collection *Ridgely, Caroline County Maryland* 1929, Plat 1
Saulsbury, M. L., *Map of Caroline County, Maryland* (Ridgely, Maryland, M. L. Saulsbury, Civil Engineer, 1897, reproduced for historical reference by the authority of the County Commissioners of Caroline County, 1969).
United States Department of Agriculture, United States Geological Service, Kent County, Delaware, Talbot, Caroline and Queen Anne's Counties, Maryland, Topographic Quadrangle Mosaic (2000).
United States Geological Service, *1:100000 Topographic Quadrangles, Betterton, MD, 1900; Cecilton, MD, 1900; Chestertown, MD, 1901; St. Michaels, MD, 1904; Barclay, MD, 1905; Denton, MD, 1905; Harrington, DE, 1918; Smyrna, DE, 1931 and Wyoming, DE, 1931.*

Websites:

Maryland & Delaware Railroad Company, (<http://www.mdde.com/history.html>).
Maryland Atlas of Greenways, Water trails and Green Infrastructure, (<http://www.dnr.state.md.us/greenways/counties/talbot.htm>).
Rails to Trails Conservancy, Trail Link.com, (<http://www.trailink.com/trail/easton-rails-to-trails.aspx>).
Welcome to Ridgely Maryland, (http://www.ridgelymd.org/html_docs/rails_to_trails.html).

Interviews:

Bill Bartosh, former president, Chesapeake Railroad, July 5, 2006 and July 11, 2006.
Scott Harris, Maryland & Delaware Railroad, June 22, 2010.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CAR-374, QA-700, T-1166

10. Geographical Data

Acreage of surveyed property

Quadrangle name : Marydel, DE MD, Kenton DE-MD, Goldsboro, MD, Denton, MD Ridgely, MD, Fowling Creek, MD, Easton, MD

Acreage of historical setting

8.94 acres

Quadrangle scale: 1:24000

Verbal boundary description and justification

This resource consists of the right-of-way of the Maryland and Delaware Railroad Corridor owned by and located within the State of Maryland.. The northern boundary of the railroad begins in Marydel, Caroline County, Maryland at the Delaware-Maryland state line. The linear rail corridor extends approximately 29.5 miles and continues southwest traversing through primarily rural, agricultural lands of Caroline, Queen Anne's, and Talbot Counties, embracing the communities of Henderson, Goldsboro, Greensboro, Ridgely, Goldsboro, Queen Anne, and Cordova before ending in Easton, the county seat of Talbot County. Contributing features include the single line track, associated road crossings, and signage, surviving though deteriorated railroad bridges and surviving railroad depots in Henderson, Ridgely, and Easton.

11. Form Prepared by

name/title Joseph Schuchman

organization STV Inc

date March 8, 2011

street & number 205 West Welsh Drive

telephone (610) 385-8360

city or town Douglassville

state PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement. The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

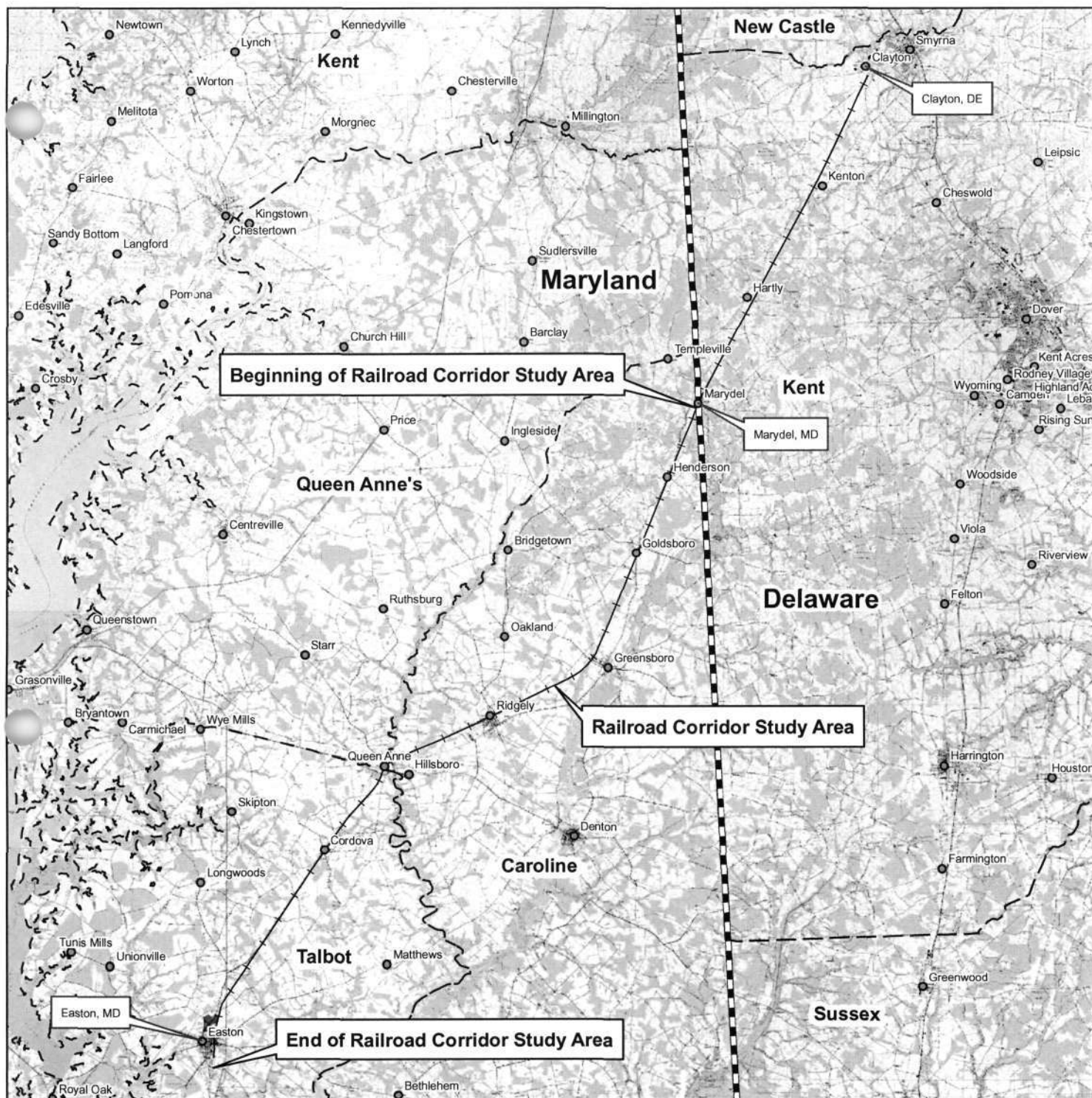


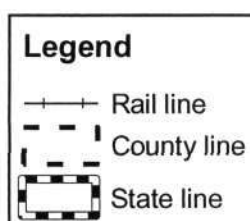
Figure 1
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Talbot, Caroline, and Queen Anne's counties MD, Kent and Sussex counties DE Topographic Quadrangle Mosaics



1 inch = 5 miles



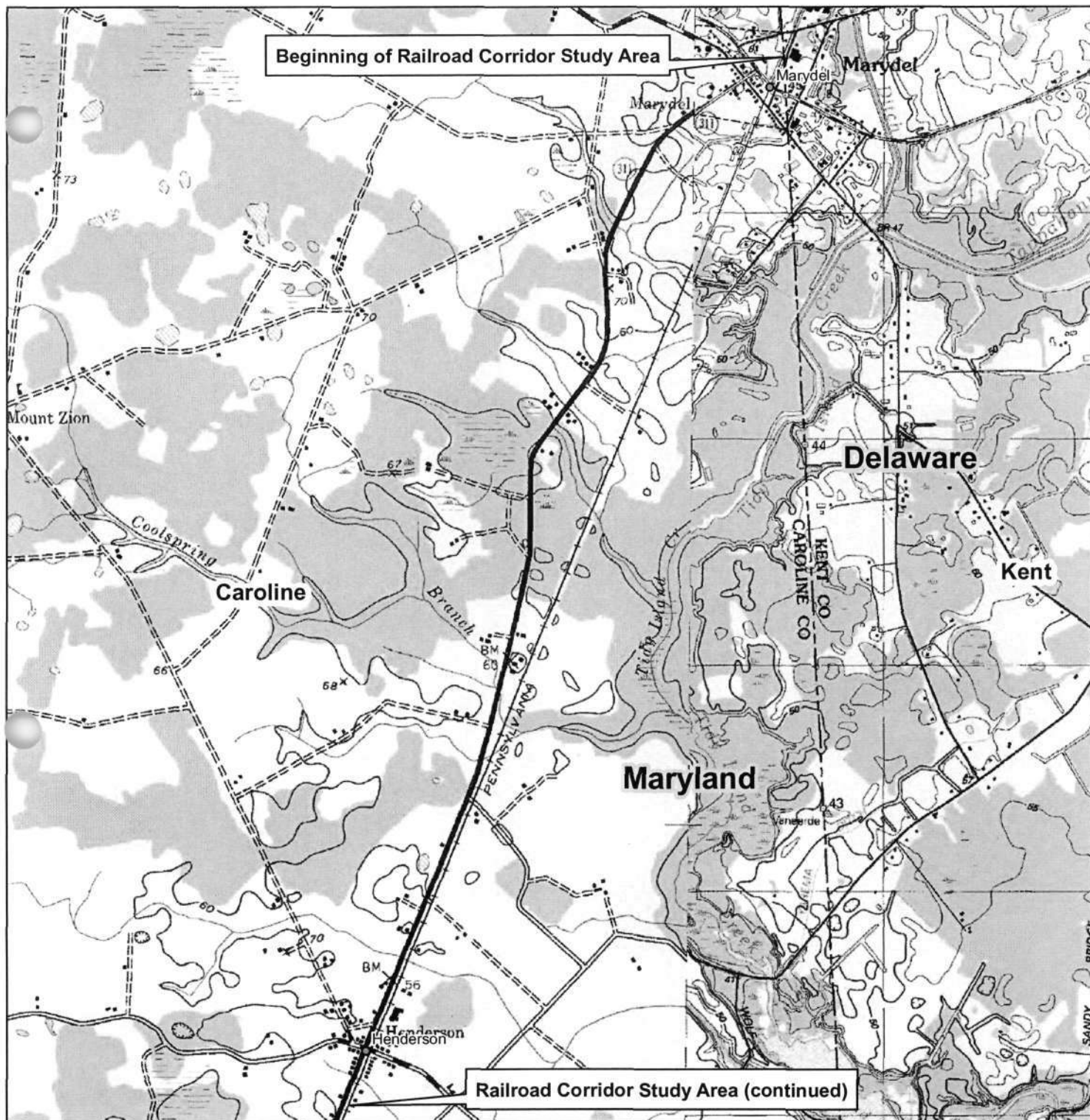


Figure 2a
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Marydel MD
 Goldsboro MD 7.5-Minute Topographic Quadrangles



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

- Rail line
- County/state line

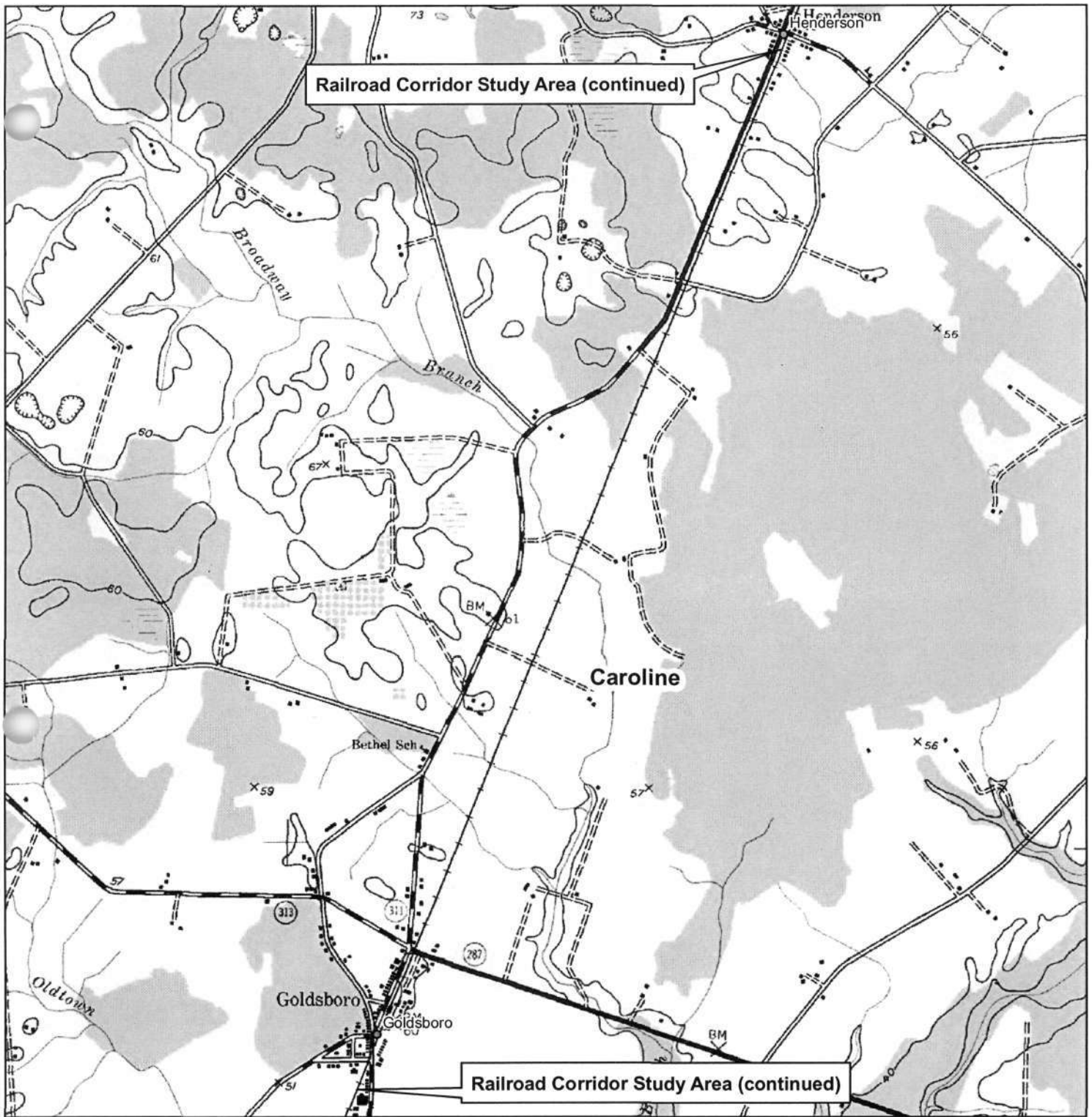


Figure 2b
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Goldsboro MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

- +—+— Rail line
- - - - - County/state line

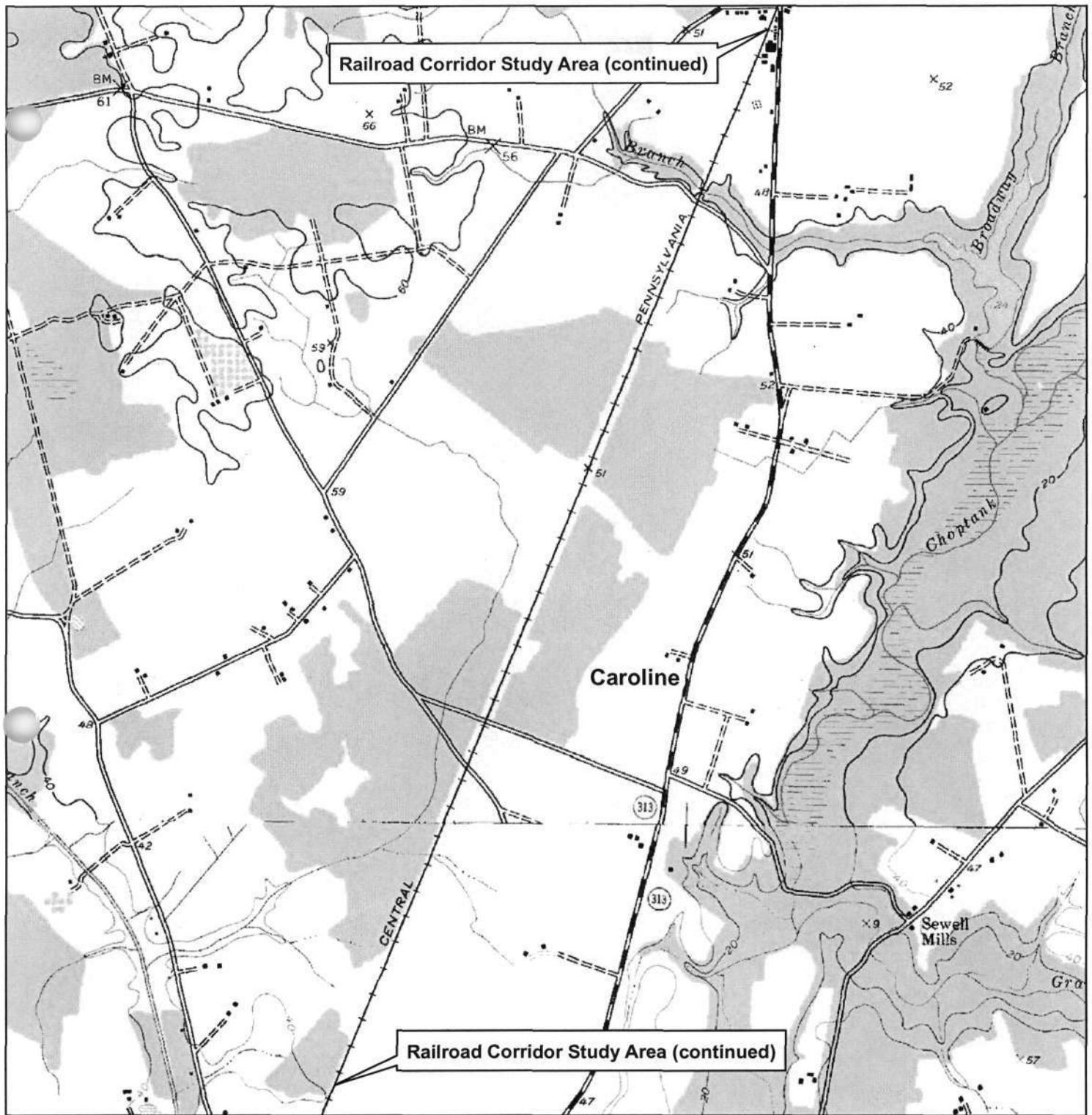


Figure 2c
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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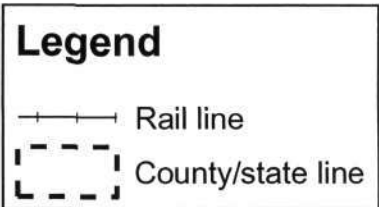
Sources: U.S. Geological Survey, Goldsboro MD
 Denton MD 7.5-Minute Topographic Quadrangles



1 inch = 2,000 feet

Legend

- Rail line
- County/state line



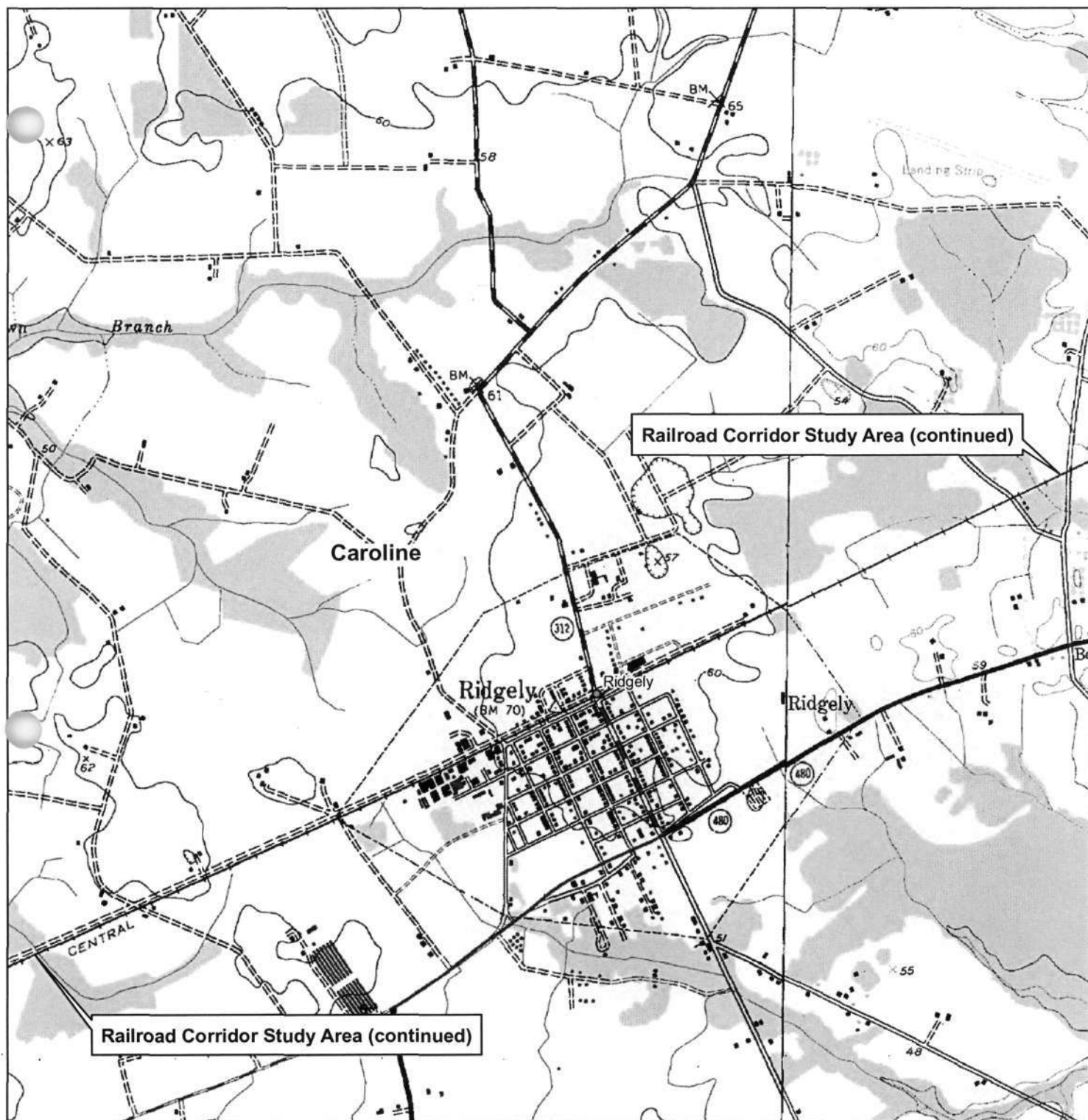


Figure 2e
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Denton MD
 Ridgely MD 7.5-Minute Topographic Quadrangles



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

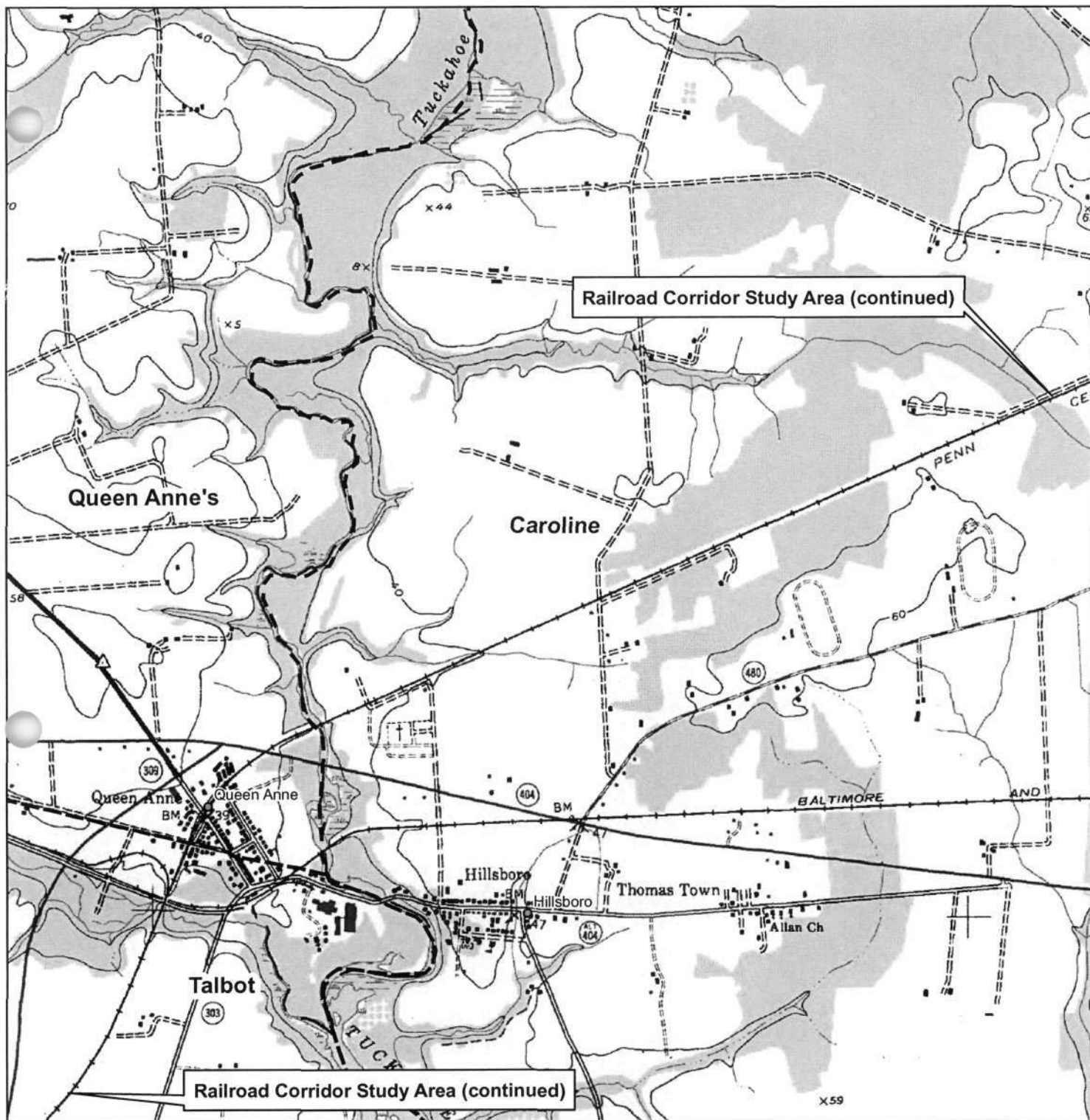


Figure 2f
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Ridgely MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

- +—+— Rail line
- - - - - County/state line

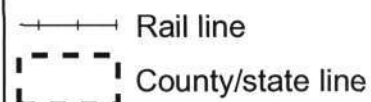




Figure 2h
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Easton MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

- Rail line
- County/state line

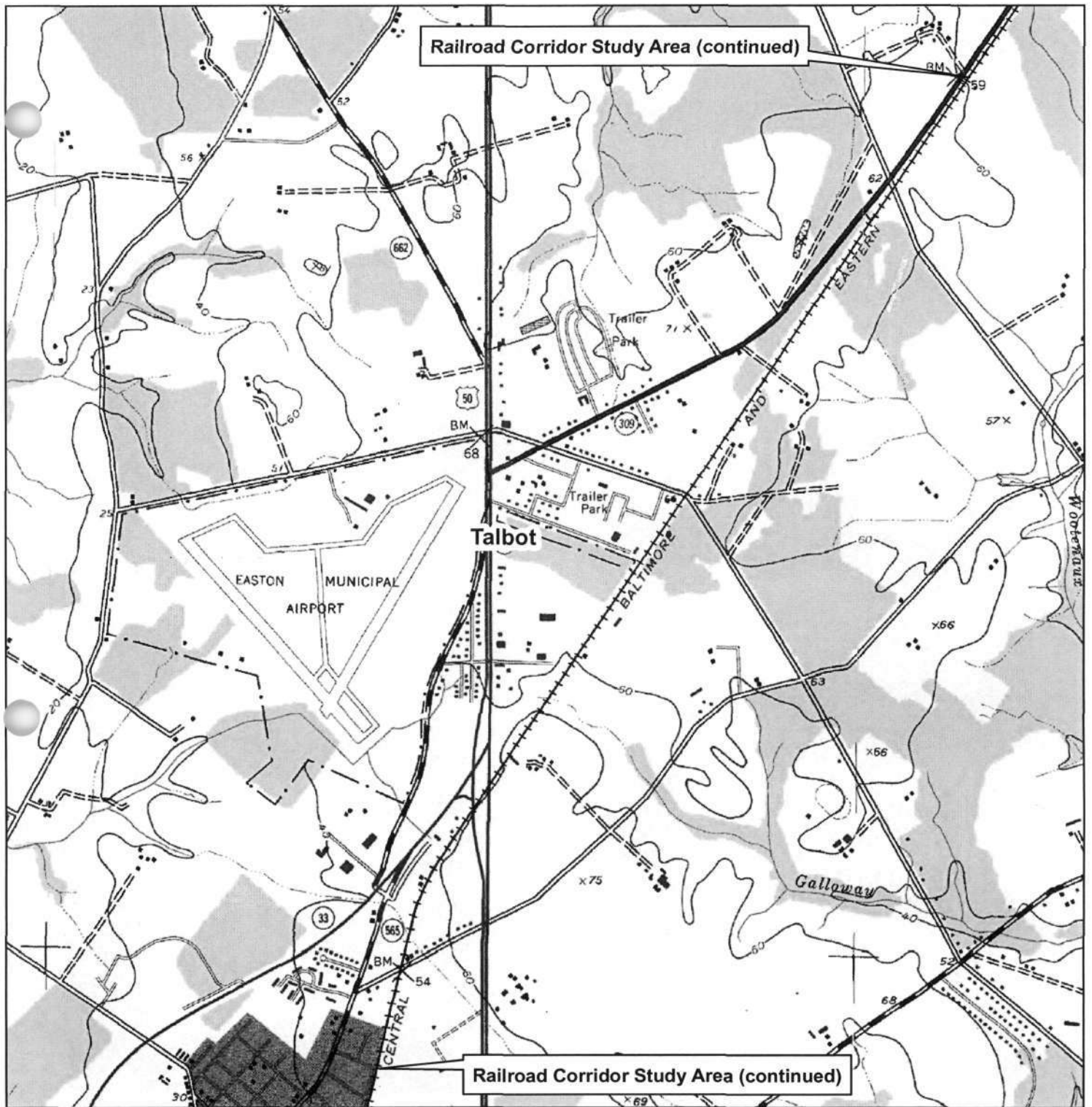



Figure 2i
Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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Sources: U.S. Geological Survey, Easton MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 3,000 4,000
 Feet

1 inch = 2,000 feet

Legend

-  Rail line
-  County/state line

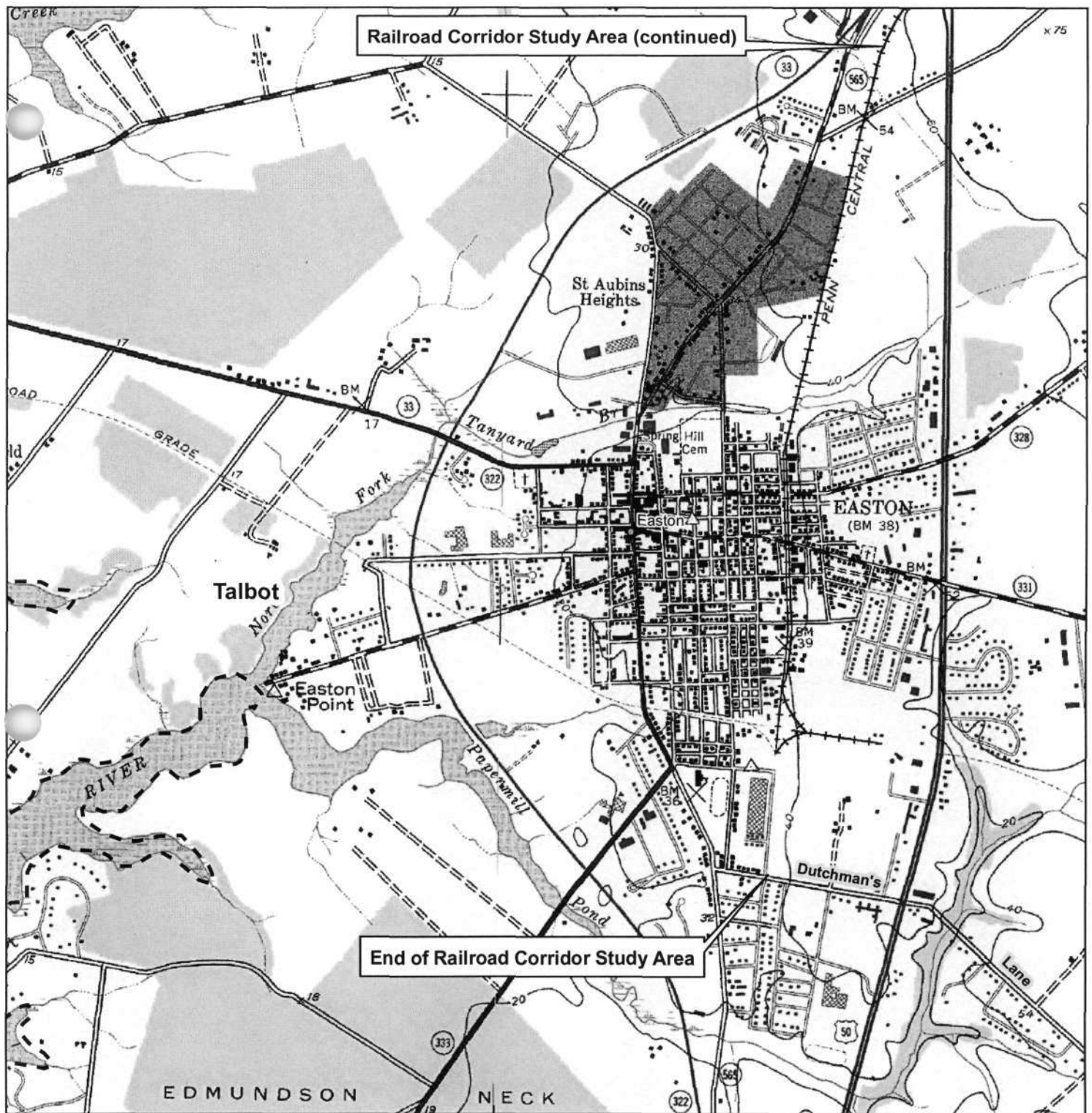


Figure 2j

Maryland and Delaware Railroad Corridor-CAR-374, QA-700, T-1166
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 7.5-Minute Topographic Quadrangle

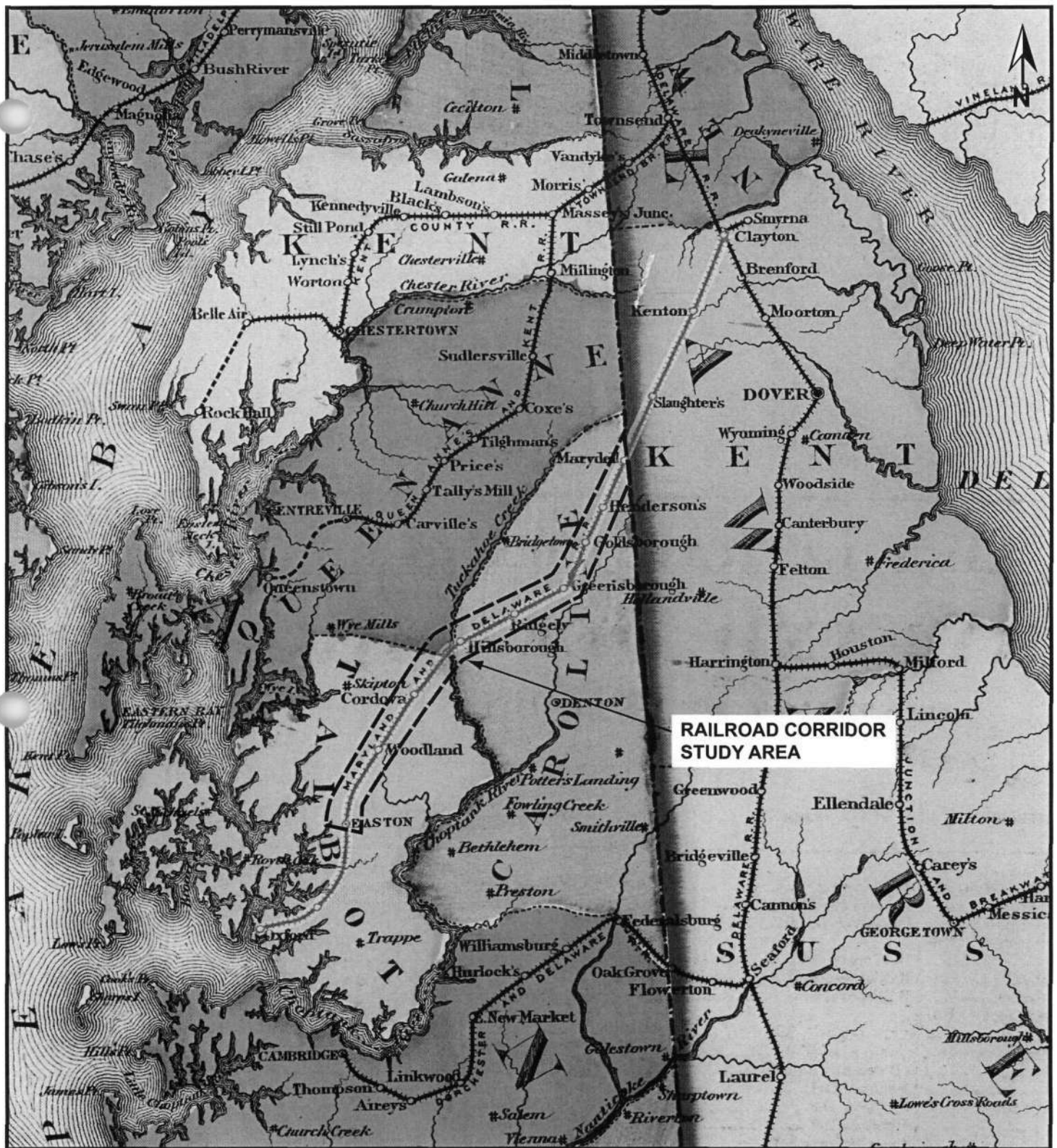


0 1,000 2,000 3,000 4,000

1 inch = 2,000 feet

Legend

- Rail line
- County/state line

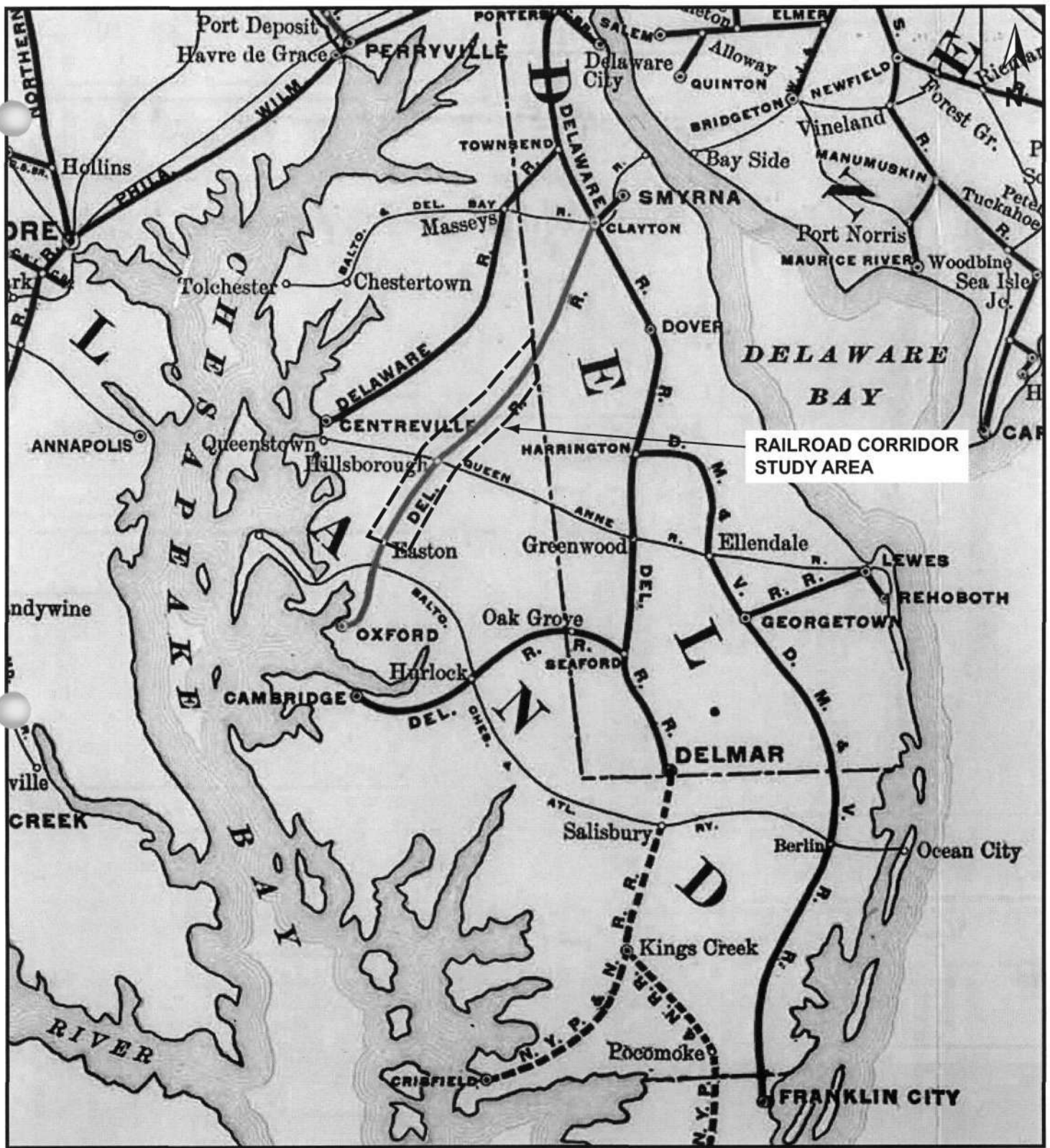


SCALE: 1" = 40 miles

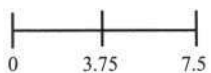


REFERENCE: 1873 New Railroad Map of the States of Maryland, Delaware and the District of Columbia

FIGURE 3
THE MARYLAND AND DELAWARE RAILROAD - 1873
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: 1" = 7.5 miles



REFERENCE: Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899

FIGURE 4
THE MARYLAND AND DELAWARE RAILROAD - 1899
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND

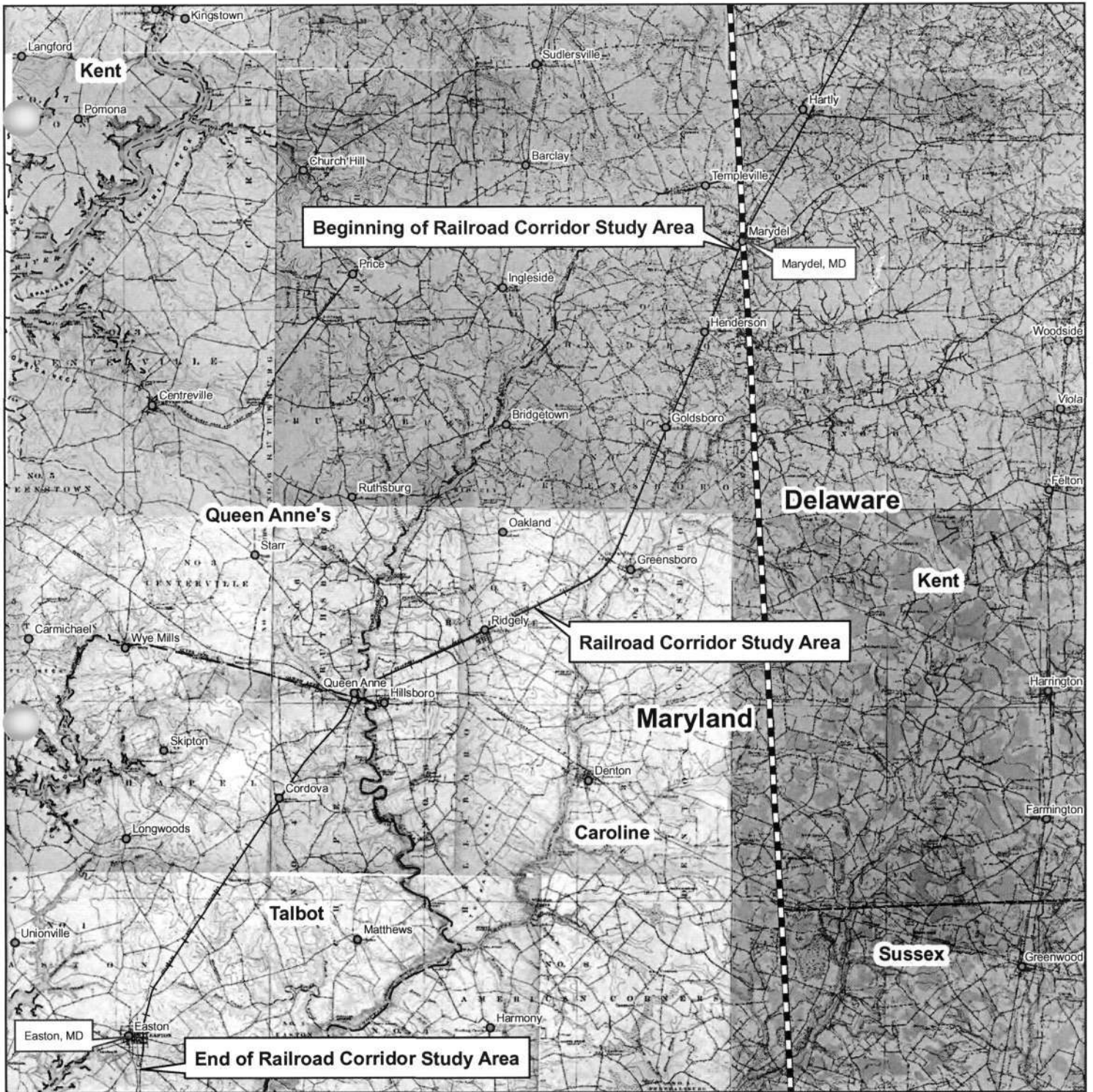
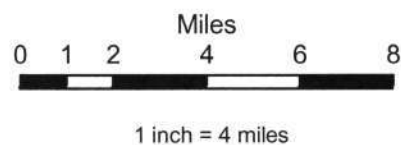


Figure 5
Maryland and Delaware Railroad Corridor (circa 1900-1931)
CAR-374, QA-700, T-1166

Maryland Inventory of Historic Properties Form

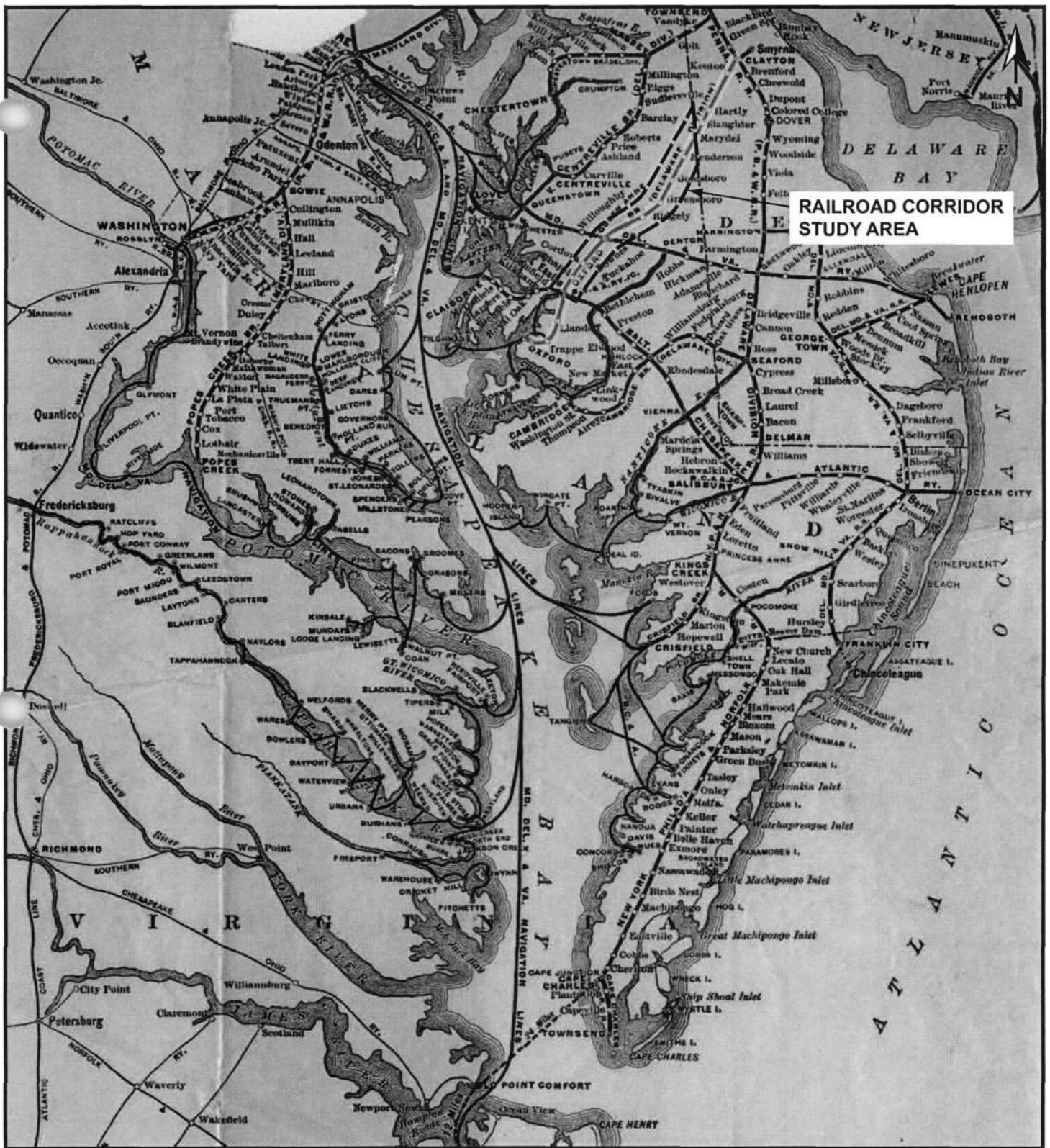
Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: MyTopo.com, 1900 Betterton, 1900 Cecilton, 1901 Chestertown, 1904 St. Michaels, 1905 Barclay, 1905 Denton, and 1918 Harrington, MD; 1931 Smyrna, and 1931 Wyoming, DE U.S. Geological Survey 15-Minute Topographic Quadrangles



Legend

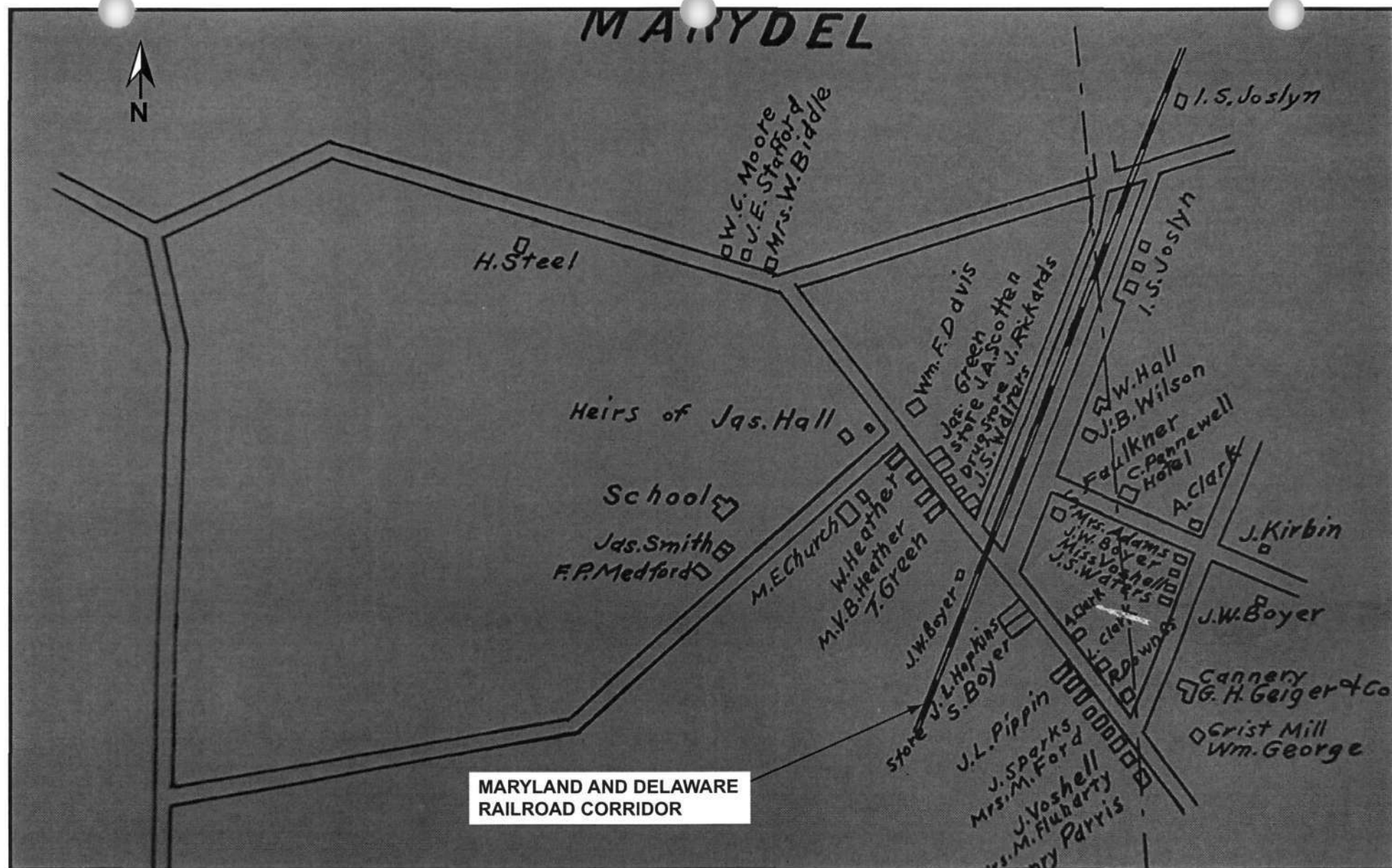
- Rail line
- County line
- State line



SCALE: Unknown

REFERENCE: Pennsylvania Railroad and its Connections,
Dated December 1, 1911

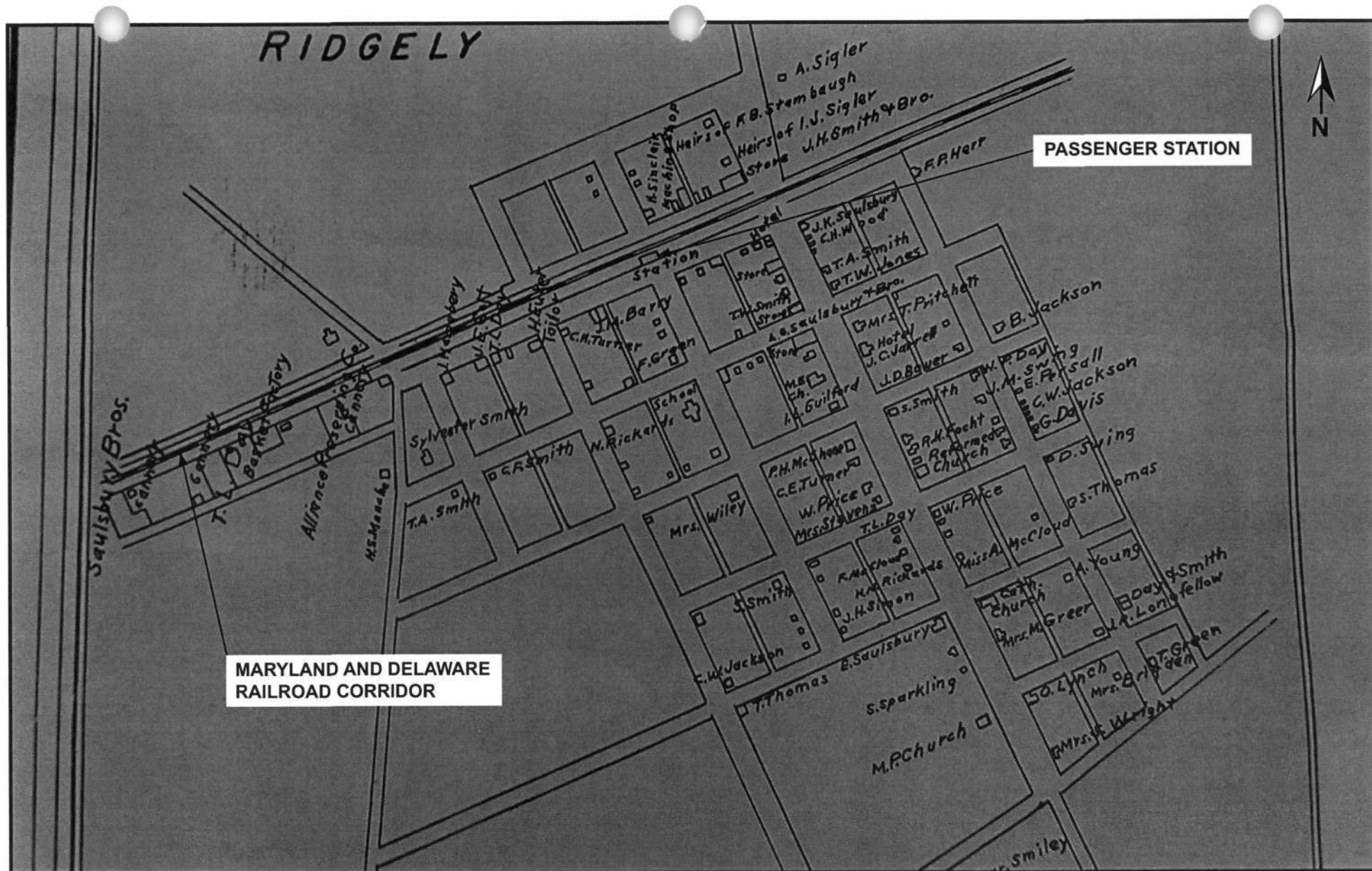
FIGURE 6
THE MARYLAND AND DELAWARE RAILROAD - 1911
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: Unknown

REFERENCE: Map of Caroline County, Maryland by M.L. Saulsbury, Civil Engineer, Ridgely, Maryland - 1897
Reproduced for historical reference by the authority of the County Commissions of Caroline County in 1969

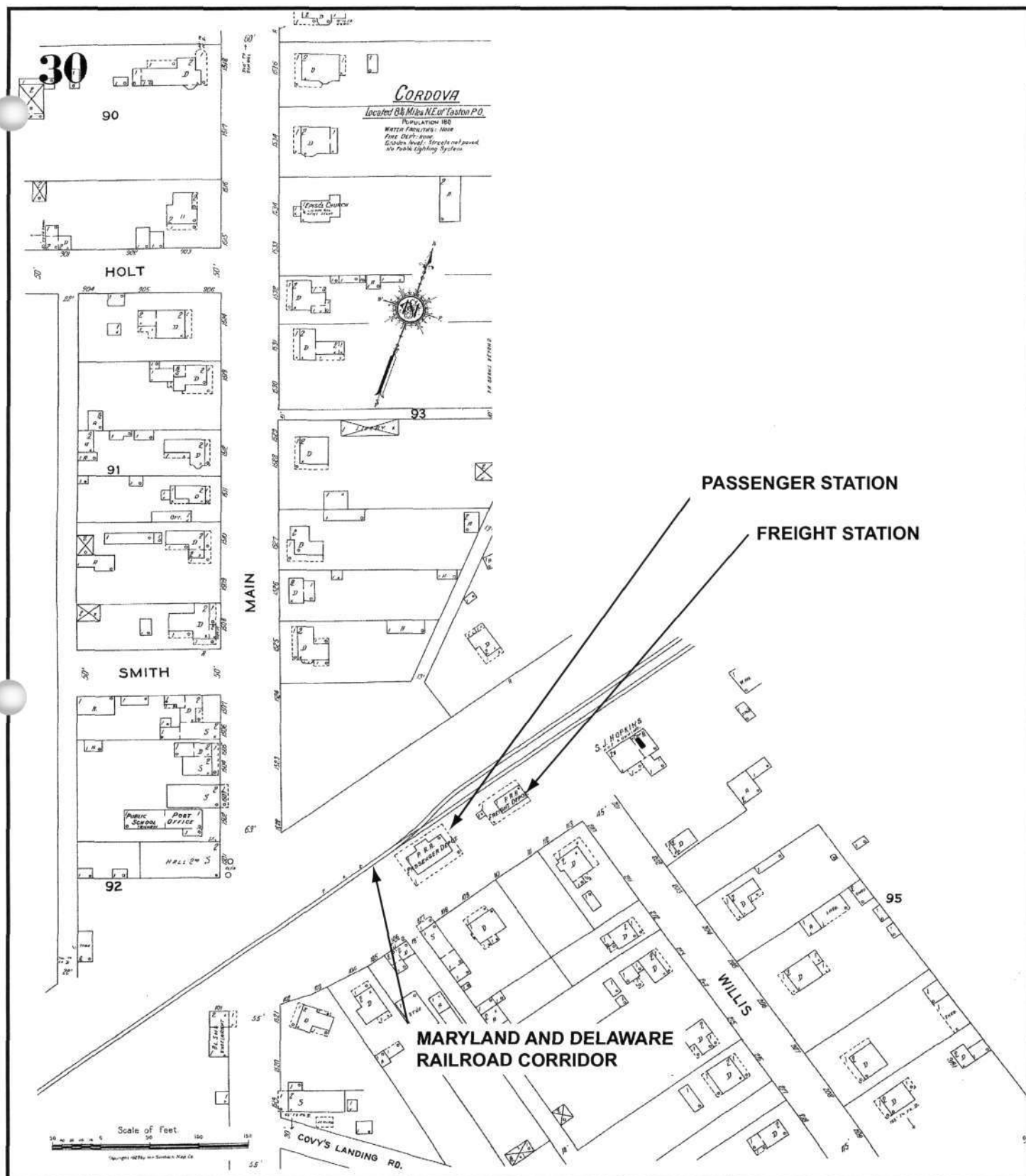
FIGURE 7
MARYDEL, MARYLAND - 1897
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: Unknown

REFERENCE: Map of Caroline County, Maryland by M.L. Saulsbury, Civil Engineer, Ridgely, Maryland - 1897
Reproduced for historical reference by the authority of the County Commissions of Caroline County in 1969

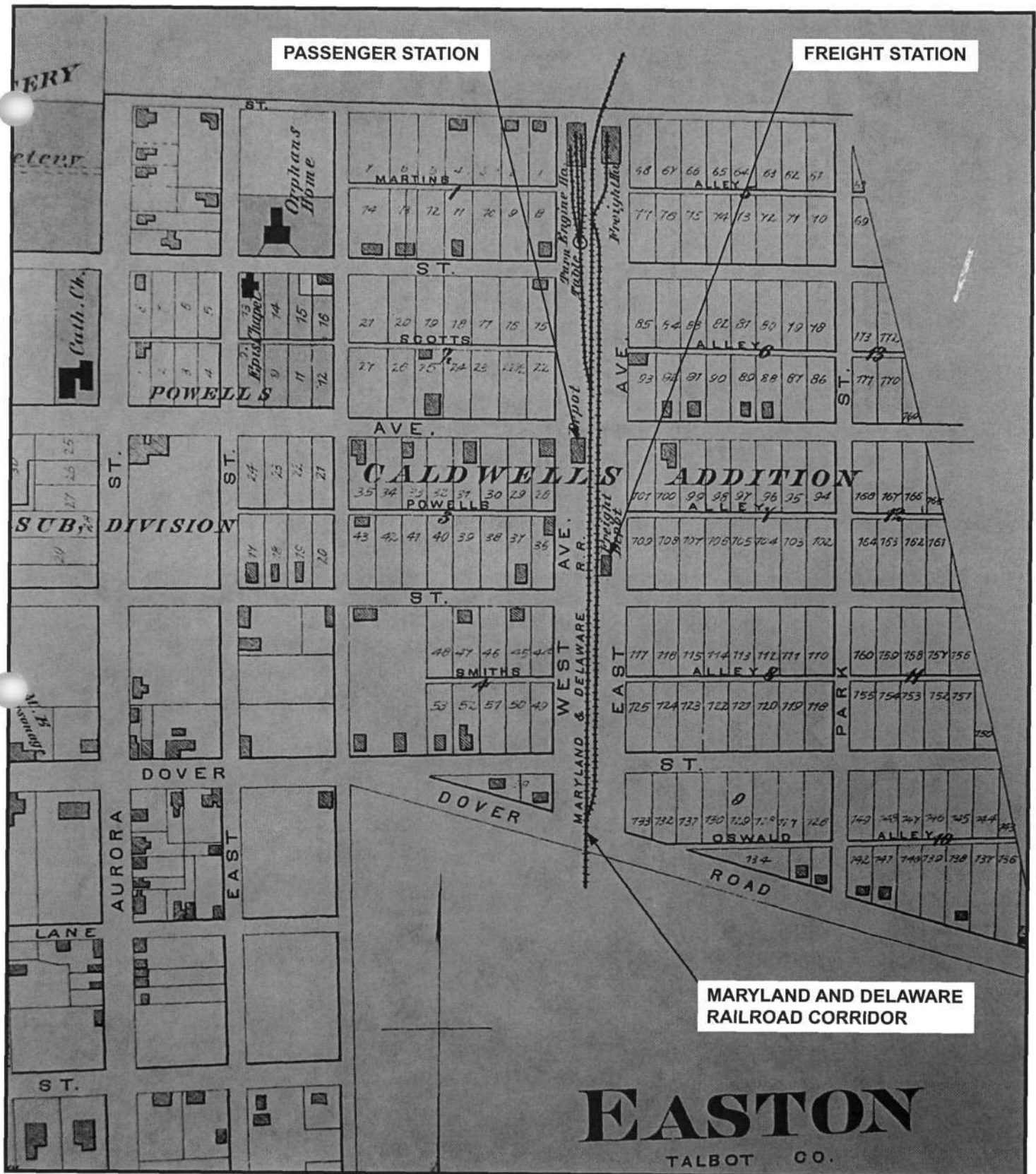
FIGURE 10
PASSENGER STATION - RIDGELY, MARYLAND - 1897
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: Unknown

REFERENCE: 1927 Sanborn Insurance Map of Easton, Talbot County, Maryland
New York Sanborn Map Company

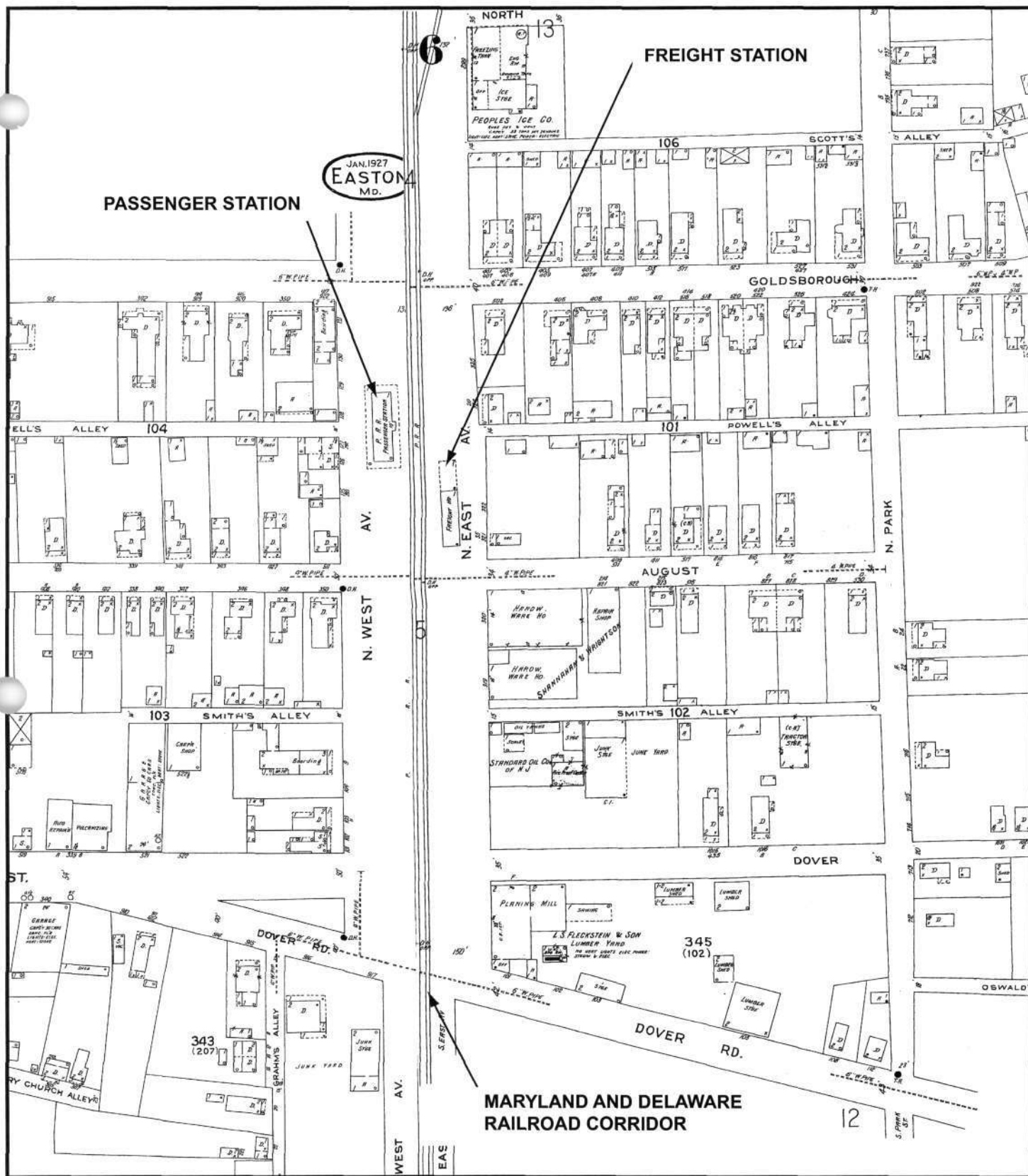
FIGURE 12
CORDOVA PASSENGER AND FREIGHT STATIONS - 1927
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: Unknown

REFERENCE: Lake, Griffing and Stevenson Map Philadelphia Map of Easton, 1877

FIGURE 13
PASSENGER AND FREIGHT DEPOTS IN THE CITY OF EASTON - 1877
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND



SCALE: Unknown

REFERENCE: 1912 Sanborn Insurance Map of Easton, Talbot County, Maryland
New York Sanborn Map Company

FIGURE 14
PASSENGER AND FREIGHT DEPOTS IN THE CITY OF EASTON - 1912
MARYLAND AND DELAWARE RAILROAD CORRIDOR - CAR-374,QA-700,T-1166
CAROLINE, QUEEN ANNE'S AND TALBOT COUNTIES, MARYLAND

CAR-374; QA-700; T-1166

Maryland and Delaware Railroad Corridor,
Caroline, Queen Anne and Talbot Counties, Maryland

Joseph Schuchman, Photographer

Ink and Paper used as listed in National Register of Historic Places Photograph Policy:
Epson Ultra Chrome Pigmented Inks and prints produced on Epson Premium Glossy
paper.

Photograph 1: CAR-374_2010-11-22_01.tif. - View looking south-southwest from
Halftown Road, Marydel towards the green space which distinguishes the former
Maryland and Delaware Rail Corridor.

Photograph 2: CAR-374_2010-11-22_02.tif. - View looking south-southwest from
Beetree Road towards the Maryland and Delaware Rail Corridor, Henderson.

Photograph 3: CAR-374_2010-11-22_03.tif. - View looking east towards the relocated
former Henderson Passenger Station and in the foreground surviving track of the
Maryland and Delaware Rail Corridor, Goldsboro.

Photograph 4: CAR-374_2010-11-22_04.tif. - View looking northwest towards the
relocated former Henderson Passenger Station, Goldsboro.

Photograph 5: CAR-374_2010-11-22_05.tif. - View looking south from the former
Henderson Passenger Station towards the Maryland and Delaware Rail Corridor,
Goldsboro.

Photograph 6: CAR-374_2010-11-22_06.tif. - View looking south-southwest from the
intersection of Oldtown Road (SR 313) towards the overgrown Maryland and Delaware
Rail Corridor, Goldsboro.

Photograph 7: CAR-374_2010-11-22_07.tif. - View looking northeast towards Bridge
No. 20.30 which carried the Maryland and Delaware Railroad over the Oldtown Branch;
the crossing is located immediately northeast of Bridgetown Road.

Photograph 8: CAR-374_2010-11-22_08.tif. - View looking north-northeast from Cedar
Lane toward the Maryland and Delaware Rail Corridor Greensboro.

Photograph 9: CAR-374_2010-11-22_09.tif. - View looking south-southwest from Cedar
Lane toward the Maryland and Delaware Rail Corridor, Greensboro.

Photograph 10: CAR-374_2010-11-22_10.tif. - View looking northeast from Sunset
Avenue toward the Maryland and Delaware Rail Corridor, Greensboro.

CAR-374; QA-700; T-1166; Maryland and Delaware Railroad Corridor,
Caroline, Queen Anne and Talbot Counties, Maryland

Photograph 11: CAR-374_2010-11-22_11.tif. - View looking southwest from Sunset Avenue toward the Maryland and Delaware Rail Corridor and the site of the former passenger and freight depots, Greensboro.

Photograph 12: CAR-374_2010-11-22_12.tif. - View looking southwest towards Bridge No. 24.13 which carried the Maryland and Delaware Railroad over the Jarrel's Branch.

Photograph 13: CAR-374_2010-11-22_13.tif. - View looking southwest towards Bridge No. 24.88 which carried the Maryland and Delaware Railroad over the Ford's Branch.

Photograph 14: CAR-374_2010-11-22_14.tif. - View looking southeast toward the intersection of River Road and the Maryland and Delaware Rail Corridor, Ridgely vicinity.

Photograph 15: CAR-374_2010-11-22_15.tif. - View looking east from Central Avenue (SR 312) towards the Ridgely Pedestrian trail, the former Maryland and Delaware Rail Corridor, Ridgely.

Photograph 16: CAR-374_2010-11-22_16.tif. - View looking west toward the intersection of Central Avenue (SR 312) and the Ridgely Pedestrian trail, the former Maryland and Delaware Rail Corridor, Ridgely.

Photograph 17: CAR-374_2010-11-22_17.tif. - View looking west from Central Avenue (SR 312) toward the Ridgely Pedestrian trail, the former Maryland and Delaware Rail Corridor, Ridgely.

Photograph 18: CAR-374_2010-11-22_18.tif. - View looking southwest-toward the former Ridgely Passenger Station.

Photograph 19: CAR-374_2010-11-22_19.tif. - Documentary view ca, 1900 looking southwest-toward the Ridgely Passenger Station. Photo courtesy of the Caroline County Historical Society.

Photograph 20: CAR-374_2010-11-22_20.tif. - View looking northeast towards the street elevation of the former Ridgely Passenger Station.

Photograph 21: CAR-374_2010-11-22_21.tif. - View looking northeast from Cow Barn Road, Ridgely toward the Ridgely Pedestrian trail, the former Maryland and Delaware Rail Corridor.

CAR-374; QA-700; T-1166; Maryland and Delaware Railroad Corridor,
Caroline, Queen Anne and Talbot Counties, Maryland

Photograph 22: CAR-374_2010-11-22_22.tif. - View looking southwest from Cow Barn Road Ridgely toward the former Maryland and Delaware Rail Corridor, distinguished by the tree line.

Photograph 23: QA-700_2010-11-22_23.tif. - View looking north-northeast toward Bridge Mo. 32.03 which carried the Maryland and Delaware Railroad over Tuckahoe Creek, Queen Anne.

Photograph 24: QA-700_2010-11-22_24.tif. - View looking northeast toward Bridge No. 32.03 which carried the Maryland and Delaware Railroad over Tuckahoe Creek, Queen Anne.

Photograph 25: QA-700_2010-11-22_25.tif. - View looking northeast toward the site of Bridge 32.18 which formerly carried the Maryland and Delaware Rail Corridor over SR 404; the concrete eastern abutment is visible at left, Queen Anne.

Photograph 26: QA-700_2010-11-22_26.tif. -View looking north from Park Avenue toward the Maryland and Delaware Rail Corridor, Queen Anne.

Photograph 27: T-1166_2010-11-22_27.tif. - View looking south from Park Avenue toward the Maryland and Delaware Rail Corridor, Queen Anne.

Photograph 28: T-1166_2010-11-22_28.tif. - View looking southeast from Old Queen Anne Road (Alt 404) towards Bridge No. 32.69, which carried Maryland and Delaware Rail Corridor railroad across Old Queen Anne Road. The now abandoned Queen Anne Denton Railroad formerly occupied the green space to the left of the road, Queen Anne.

Photograph 29: T-1166_2010-11-22_29.tif. - View looking northeast from the intersection of Blades Road and the Maryland and Delaware Rail Corridor, Queen Anne vicinity.

Photograph 30: T-1166_2010-11-22_30.tif. - View looking northeast from Bridge No 35.28 toward the overgrown Maryland and Delaware Rail Corridor, Cordova vicinity.

Photograph 31: T-1166_2010-11-22_31.tif. - View looking northeast from the intersection of Cordova Road (SR 309) and Tappers Corner Road (SR 303) towards Bridge No. 35.28, Cordova vicinity.

Photograph 32: T-1166_2010-11-22_32.tif. - View looking southeast from Willis Street, Cordova; the multicolored modular units distinguish the former site of the Cordova Freight and Passenger Stations.

CAR-374; QA-700; T-1166; Maryland and Delaware Railroad Corridor,
Caroline, Queen Anne and Talbot Counties, Maryland

Photograph 33: T-1166_2010-11-22_33.tif. - View looking northeast from Three Bridges Road toward the Maryland and Delaware Rail Corridor, Woodland vicinity.

Photograph 34: T-1166_2010-11-22_34.tif. - View looking northeast; the Maryland and Delaware Rail Corridor formerly crossed the area now occupied by the southbound (in foreground) and northbound lanes of US 50, Easton.

Photograph 35: T-1166_2010-11-22_35.tif. - View looking southwest from US 50, Easton, towards the Maryland and Delaware Rail Corridor.

Photograph 36: T-1166_2010-11-22_36.tif. - View looking southwest from North Easton Park along Easton's Rails to Trails, the former site of the Maryland and Delaware Rail Corridor.

Photograph 37: T-1166_2010-11-22_37.tif. - View looking northwest towards a post delineating the Maryland and Delaware Rail Corridor Mile Post 43.

Photograph 38: T-1166_2010-11-22_38.tif. - View from north from Chapel Road, Easton toward former Maryland and Delaware Rail Corridor.

Photograph 39: T-1166_2010-11-22_39.tif. - View looking south from Chapel Road, Easton toward former Maryland and Delaware Rail Corridor.

Photograph 40: T-1166_2010-11-22_40.tif. - View looking southwest toward the rebuilt Bridge 44.11 which formerly carried the Maryland and Delaware Railroad over an unnamed stream.

Photograph 41: T-1166_2010-11-22_41.tif. - View looking northeast toward the rebuilt Bridge 44.11 which formerly carried the Maryland and Delaware Railroad over an unnamed stream.

Photograph 42 T-1166_2010-11-22_42.tif. - View looking north from Goldsboro Street, Easton towards the former Maryland and Delaware rail corridor.

Photograph 43 T-1166_2010-11-22_43.tif. - View looking south from Goldsboro Street, Easton towards the former Maryland and Delaware rail corridor.

Photograph 44: T-1166_2010-11-22_44.tif. - View looking southwest towards the former Maryland and Delaware Easton Passenger Station and rail corridor.

CAR-374; QA-700; T-1166; Maryland and Delaware Railroad Corridor,
Caroline, Queen Anne and Talbot Counties, Maryland

Photograph 45: T-1166_2010-11-22_45.tif. - View looking northwest towards the former Maryland and Delaware Rail Corridor's Easton Passenger Station and rail corridor.

Photograph 46: T-1166_2010-11-22_46.tif. - View looking north from Dutchman's Lane toward the southern terminus of Easton's Rails to Trails, the former Maryland and Delaware Rail Corridor.



1/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schuchman 11/22/10

S-SW from Hattown Rd. Maryland



2/46 CAR-374, MR & DE RR Corridor

Caroline, MD

S-SW from Bestview Rd toward RR Corridor, Henderson



3/46 CAR-374, MD & DE RR Consider

Carolina, MD

J. Schweitzer 11/2/10

E. Toward relocated Henderson Passenger Station
and RR Consider, Goldens



4/46 CAP-374, MD & DE RR Corridor

Caroline, MD.

J. Schuchman 11/22/10

NW toward relocated former Henderson Passenger Station
Goldsboro



5/46 CAR-374, MD & DE RR Corridor.

Caroline MD

J. Schuchman 11/22/12

S Toward RR corridor Galesburg



You are leaving
Magnificent DOWNTOWN
GOLDSBORO
NATURE & UNIVERSE

6/46 CAR-374. MO & DE RR Corridor

Carroll MD

J. Schuchman 11/24/12

S.S. from Oldtown Rd (SR 313) toward the RR Corridor
Goldskote



7/46 CAR-377 MD & DE RR Corridor

Caroline, MD

J. Schuchman 11/2-10

NE Toward Bridge No. 20.30 over The Old Town Br.

40504

35



Y/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J Schwachman photo

N-NE from Cedar Ln. Toward the RR Corridor
Greensboro



9/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schachman 11/22/10

S-SW from Cedar Ln toward the RR Corridor

Greensboro



10/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schuchman 11/22/12

NE from Sunset Ave toward the RR Corridor, Greensboro



1/4 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schuch. no. 21/22/23

SW from Sunset Ave toward former depot site, Greensboro



12/46. CAR-374, MD & DE RR Corridor.

Caroline, MD.

J. Schuchman, 11/22/10

SW toward Bridge No. 2413 over Jamul's Br.



13/46 CAR-374, MD DE RR Corridor,
Caroline, MD

J. Schuchman 11/22/00

SW Ford Br. No. 2488 and Ford Br.



14/46 CAR-374, MD & DEL RR Corridor

Caroline MD

J. Schudeman, 11/22/10

SE toward River Road and the RR Corridor, Ridgely.



15/46 CAR-374, MD FDE RR Corridor

Caroline, MD

J. Schuchman, 11/22/15

E from Central Ave (SP-312) toward the former RR Corridor

Ridgely



10/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schreckman 1/22/13

W toward the mt. of Central Ave (SR312) and the
former RR corridor, Ridgely



17/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schuchman, 11/22/10

Us from Central Ave (SR 312) toward the RR Corridor
Ridgely



18/46 PAR-374, MD & DE RR Corridor

Carroll County, MD

J. Schachmann, 11/22/13

SW towards the former Ridgely Passenger Station

Pa. R. R. Station. Ridgely, Md



19/46 CAR-374, MD & DE RR Corridor

Caroline, MD

J. Schuchman, 6/22/15

View ca. 1400, SW toward Ridgely Passenger Station



20146 CAR-374, MD + DE RR Corridor

Caroline, MD

J. Schuchman, 11/22/10

NE toward former Ridgely Passenger Station



21/46 CAR-374, MID & DE RR Corridor

Caroline, MD

J. Schuchman, 11/24/10

NE from Cox Barn Rd, Ridgely Toward former RR Corridor



22/46 CAR-374 MD & DE RR Corridor

Caroline, MD

J. Schuchman, 11/22/00

SW from Corn Barn Rd. Ridgely Toward the former RR Corridor



23/46 QA-700 MD&DE RR Corridor

Queen Anne MD

J. Schuchman 11/22/10

N-NE toward Bridge #32.03 over Tuckahoe Cr.

Queen Anne.



24/46 QA-700 MD & DE RR Corridor

Queen Anne MD

J. Schachman, 11/22/12

NE toward Bridge # 32.03 over Turkish Ck, Queen Anne



25/46 QA-700 MD&DE RR Corridor

Queen Anne MD

J. Schuchman, 11/22/10

NE toward to site of Bridge 3218 over SR 401, Queen Anne



26/46 2A-700 MD & DE RR Corridor

Queen Anne MD

J. Schuchman, 11/22/10

N from Park Ave toward the RR Corridor, Queen Anne



27/46 T-1166 MD&DE RR Corridor

~~Location~~ Tolbot NB

T Schickman, 11/22/10

S from Park Ave toward the RR Corridor, Queen Anne



28/46 T-1166 MD & DE RR Corridor

~~T-1166~~ T-166 + MD

J. Schuchman 11/22/10

SE toward Bridge No 38.69, Queen Anne



29/46 T-1166 MD & DE RR Corridor

Tg/6.07 MB

J. Schuchman, 11/22/10

NE from Blades Rd to the RR Corridor, Queen Anne vicinity



30/46 T-1166 MD & DE RR Corridor

~~Talbot~~, MD

J. Schuchman, 11/22/10

NE from Bridge # 35.28 Toward the RR Corridor
Cordova vicinity



3/1/40 T-1166 NIDE DE RR Corridor

~~T-160~~ T.MD

J. Schuckman, 11/22/10

NE from the lot of SR 304 & SR 303 Toward Bridge # 3528

Cordova vicinity



32/46 T-1166 MD & DE RR Corridor

Tadbot, MD

J. Schuchman, 11/22/10

SE from Willis St, Cordova, toward Site of the Cordova
depots.

NOS-3



33/46 T-1166 MD & PE RR Corridor

~~To / east~~ MD

J. Schudman, 11/22/77

NE from Three Bridges Rd toward the RR Corridor
Woodland vicinity



34/46 T-1166 MDF DE RR Corridor

Talbot MD

J. Schuchman - 11/22/10

RR Corridor at US 50 Easton



35/46 T-1166 MD & DE RR Corridor

Tolant, MD

J. Schuchman, 11/22/10

SW from US50 Easton toward the RR Corridor



36/46 T-1166 MD & DE RR Corridor
~~Talbot~~ Co., MD

J. Schuchman, 11/22/10

SW toward Easton's Rail to Trails, the former RR corridor.



37146 - T-1166 MD & DE RR Corridor

Talbot, MD

J. Schuchman. 11/21/00

NW toward RR Mile Post 43



38/46 T-1166 MD & DE RR Corridor

~~Talbot~~, MD

J Schuchman 11/22/10

N from Chapel Rd. Easton toward RR Corridor.



39/46 T-1166 MD & DE RR Corridor

Talbot, MD

J Schuchman, 11/22/10

S from Chapel Rd, Easton Toward RR Corridor



40146 T-1166 MD&DE RR Corridor

Taibot, MD

J. Schuchman, 11/22/10

SW towards Bridge 44.11



4/46 T-1166 MD & DE RR Corridor

~~T-1166~~ MD

J. Schuchman, 11/22/10

NE toward Bridge 44.11



42/46 T-1166 MD & DE RR Corridor

Talbot, MD

J Schuchman, 11/22/10

N from Goldsboro St, Easton toward The RR Corridor



43/46 T-1166 MD⁹ DE RR Corridor

Talbot, MD.

J. Schuchman, 11/22/10

S from Goldsboro St. Easton Toward The RR corridor



44/46 T-1166 MD & DE RR Corridor

Talkot, MD

-5X

J. Schuchman, 11/22/13

SW towards the Eastern Passenger Station & RR corridor,



45/46 T-1166 MD & DE RR Corridor

Talbot, MD

J. Schachman, 11/22/10

NW toward the Easton Passenger Station & RR Corridor



46/46 T-1166 ND E DE RR Corridor

Talkot ND

J. Schueler, 11/22/40

N. from Dutchman's Ln. Toward the RR Corridor